

# 3 Steps to Better Transportation and Land Use Integration

WSDOT Highways and Local Programs – Updated 2011

## 1. Include Urban Street Design Standards that consider urban form and all modes of transportation.

Avoid designing for the functional classification of the roadway only (e.g., arterial, collector). Consider an urban street design overlay or design classifications (e.g. parkway, boulevard, local street).

- a. ITE, *Neighborhood Street Design Guidelines: An ITE Proposed Recommended Practice*
- b. Article, “From Highway to My Way” – Reid Ewing  
<http://www.techtransfer.berkeley.edu/newsletter/01-2/myway.php>
- c. “Level of Quality” measure
- d. [http://www.walkable.org/assets/downloads/1\\_LOQWalking.pdf](http://www.walkable.org/assets/downloads/1_LOQWalking.pdf)
- e. Urban Street Standards - Charlotte, NC  
<http://www.charmeck.org/Departments/Transportation/Urban+Street+Design+Guidelines.htm>
- f. Context Sensitive Design Solutions for Major Urban Thoroughfares. Congress for the New Urbanism, ITE, FHWA, US EPA. March 2006

## 2. Remove common obstacles to transportation efficient development.

Some examples include:

- a. Conflicts between Fire Code and Traffic Code – P. 20  
<http://www.auroragov.org/stellent/groups/public/documents/article-publication/030275.pdf>
- b. Parking  
[http://www.redwoodcity.org/government/council/packets/2005/0606/reg\\_050606-8a.pdf](http://www.redwoodcity.org/government/council/packets/2005/0606/reg_050606-8a.pdf)  
<http://www.ci.austin.tx.us/parkingdistrict/default.htm>
- c. Building Code – Rehab of older buildings
- d. <http://www.dhcd.state.md.us/Website/Programs/smartcodes/Default.aspx>
- e. Lot Coverage Limits may discourage infill (e.g., 45% max)  
[http://planning.maryland.gov/pdf/ourproducts/publications/modelsguidelines/infillfinal\\_1.pdf](http://planning.maryland.gov/pdf/ourproducts/publications/modelsguidelines/infillfinal_1.pdf)
- f. School Site Design Standards may push schools to the fringe  
<http://www.epa.gov/schools/siting/>  
<http://icma.org/fileimages/full/~legacy~/documents/sgnreport.pdf>
- g. Impact Fees/developer fees for all modes of transportation  
[http://www.impactfees.com/publications%20pdf/growth\\_management.pdf](http://www.impactfees.com/publications%20pdf/growth_management.pdf)  
[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_616.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_616.pdf)

## 3. Include goals that are as specific and measurable as possible.

(e.g., increase the use of other modes of travel like bicycling, walking, transit by a specific percentage or increase safety by reducing collisions involving pedestrians by a specific percentage)

- a. Redmond, WA - Community Indicators  
<http://www.wsdot.wa.gov/NR/rdonlyres/1BCFCB34-497C-4CCB-B3FB-E6B82B0B19C4/0/IndicatorsBrochure2010.pdf>

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